

## CLAIM AMENDMENTS

1-11. (Canceled)

12. (New) A gas conduit section of an exhaust manifold for an internal combustion engine, comprising an inner wall and a porous inlay which at least partially bears against the inner wall and forms a hollow body through which gas can flow freely.

13. (New) The conduit section as claimed in claim 12, wherein the inlay is formed from a sintered, shaped body that is able to withstand high temperatures.

14. (New) The conduit section as claimed in claim 13, wherein the sintered, shaped body is of a sintered material which is predominantly metallic.

15. (New) The conduit section as claimed in claim 14, wherein the sintered, shaped body is formed predominantly from sintered material particles in fiber form.

16. (New) The conduit section as claimed in claim 14, wherein the sintered, shaped body is formed predominantly from sintered material particles which are approximately spherical in form.

17. (New) The conduit section as claimed in claim 16, wherein the sintered, shaped body is formed predominantly from sintered material particles in the form of hollow spheres.

18. (New) The conduit section as claimed in claim 16, wherein the sintered material particles have an external diameter in the range from 0.1 mm to 10 mm.

19. (New) The conduit section as claimed in claim 17, wherein the sintered material particles have an external diameter in the range from 0.1 mm to 10 mm.

20. (New) The conduit section as claimed in claim 19, wherein the sintered material particles have a wall thickness which is in the range from 1% to 20% of the external diameter.

21. (New) The conduit section as claimed in claim 15, wherein the sintered material has a porosity in the range from 1% to 30%.

22. (New) The conduit section as claimed in claim 16, wherein the sintered material has a porosity in the range from 1% to 30%.

23. (New) The conduit section as claimed in claim 17, wherein the sintered material has a porosity in the range from 1% to 30%.

24. (New) The conduit section as claimed in claim 15, wherein the sintered, shaped body has a catalytically active coating.

25. (New) The conduit section as claimed in claim 16, wherein the sintered, shaped body has a catalytically active coating.

26. (New) The conduit section as claimed in claim 17, wherein the sintered, shaped body has a catalytically active coating.

27. (New) The conduit section as claimed in claim 18, wherein the external diameter is in a range of from 0.5 mm to 2 mm.

28. (New) The conduit section as claimed in claim 19, wherein the external diameter is in a range of from 0.5 mm to 2 mm.

29. (New) The conduit section as claimed in claim 20, wherein the wall thickness is in the range from 2% to 5% of the external diameter.

30. (New) The conduit section as claimed in claim 21, wherein the porosity is in the range from 2% to 5%.

31. (New) The conduit section as claimed in claim 22, wherein the porosity is in the range from 2% to 5%.

32. (New) The conduit section as claimed in claim 23, wherein the porosity is in the range from 2% to 5%.

33. (New) An internal combustion engine having an exhaust system in which an exhaust-gas catalytic converter is arranged, the exhaust system comprising a conduit section upstream of the exhaust-gas catalytic converter having an inner wall, and a porous, sintered, shaped body which at least partially bears against the inner wall of the conduit section and through which gas can flow freely, the sintered, shaped body being formed from sintered material particles which are predominantly metallic in form.

34. (New) The internal combustion engine as claimed in claim 33, wherein the sintered, shaped body is formed predominantly from sintered material particles which are approximately spherical in form.

35. (New) The conduit section as set forth in claim 34, wherein the sintered, shaped body has a catalytically active coating.